

30 Years Then and Now LEADERS OF THE INDUSTRY

Sabre Yachts

www.sabreyachts.com

SABRE
Yachts



PMY: What recent innovations differentiate your boats from those you used to build?

COLLINS: There has been a lot of innovation in boatbuilding over the past three decades. Clunky and heavy solid fiberglass hulls and decks have ceded the way to resin-infused sandwich construction that is lighter and stronger. Straight-shaft designs have in many cases been replaced with pods that are far more fuel efficient, vibration free, and quieter. The powerboat experience of today is light years ahead of where it was in 1984. Some changes have been driven by regulation and some by design but at the end of 30 years

BENTLEY COLLINS

has been with Sabre since 1993. His responsibilities at Sabre include dealer development, market analysis, advertising, Internet presence, promotion and public relations. Bentley came to Sabre in 1993 after a ten-year tenure with Beneteau's affiliates in the USA and Canada, most recently as the Marketing Coordinator for Beneteau USA. Prior to 1980 he operated as an independent yacht dealer located in Montreal, Canada.

the boats of today are far superior to their 1984 cousins.

PMY: Is there a milestone that created a turning point in your company's history?

COLLINS: Sabre has experienced two major milestones in its powerboat building history. The first was the introduction of the Sabreline 36 Fast Trawler (yes we did coin that phrase) in 1991. Moving the market from slow, unsteady, mostly offshore-built trawlers to U.S.-built models with the same accommodations that could have 150-plus-mile days, changed the way cruisers used their boats and the regions they could explore. Then in 2004, Sabre introduced the Sabre 42 Hard Top Express and the rest is history. That February at Miami boat show, a dozen owners signed up for these exciting boats and since that time we have gone on the

develop models from 34 to now 66 feet using this same hardtop express formula.

PMY: What exciting things do you see coming in the future for Sabre Yachts?

COLLINS: The future of powerboating is exciting for builders and for consumers. Fuel efficiency will continue to be a driver as will composite technologies. User interfaces and navigational aids will bring capabilities to the recreational user that existed only in military and commercial vessels in the past. Pod-drive systems are here to stay and with their levels of consumer comfort, powerboats will be more and more efficient and comfortable. Best of all larger vessels will be operated by owner-operators so there will be more time to explore the oceans of the world with family and friends. That bodes well for powerboating.

A Look Back

1970: The company's founder set out to build the finest possible 28-foot sailing yacht using production line methods and fiberglass technology. In a 4,000-square-foot building, with a handful of employees and a vast amount of market research on the marine industry, he designed and built the first Sabre 28, and introduced it to the market at the 1971 Newport Boat Show in Newport, Rhode Island.



1989: To broaden its market, Sabre created the first Sabreline 36 "Fast Trawler," a tri-cabin motoryacht with the spaciousness and comfort of a trawler but with substantially better performance than traditional trawler hulls. The 36 aft cabin was followed with models from 34 to 52 feet over the next two decades.

1995: Sabre acquires North End Marine (and renames it North End Composites)—a builder of marine molds and fiberglass parts.

2002: North End Composites begins building the Back Cove Yachts range of small- to medium-sized, single-diesel motoryachts.

2014: Sabre builds powerboats from 38 to 54 feet, with a 66 planned for launch in mid-2015. Back Cove builds yachts from 30 to 41 feet.